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HONOLULU, H. I.: FRIDAY, FEBRUARY 26, 1897.—SEMI-WEEKLY.

WHOLE NO. 1841.

Hawaiian Gazette.

SEMI-WEEKLY.

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OAHU'S RAILROAD

Mr. Dillingham Gives Figures on Development.

ITS PROGRESS HAS BEEN STEADY

New Plantation Will Bring New Business.

And Honolulu, Deserving and Undeserving Will Be Rewarded.

Nothing succeeds like success, and now that the new Oahu plantation has been started on the high road of prosperous activity, the management of the Oahu Railroad is making plans for improvement in the road from Honolulu to Pearl City. When this work is completed the time may not be far distant when the extension will be on the boards and better development of Oahu a reality.

In reply to a request made to the general manager of the O. R. & L. Co. for a brief statement, showing the growth of the business of that company since January, 1892, the following figures were produced:

TOTAL EARNINGS AND OPERATING EXPENSES OF THE COMPANY.

Earnings—1892, \$105,826.18; 1893, \$109,371.28; 1894, \$110,968.73; 1895, \$119,890.78; 1896, \$172,352.37.
Expenses—1892, \$79,714.95; 1893, \$89,416.77; 1894, \$88,374.95; 1895, \$83,267.61; 1896, \$84,009.54.
Gains—1892, \$26,111.23; 1893, \$29,655.31; 1894, \$22,593.78; 1895, \$36,623.17; 1896, \$88,342.83.

PASSENGER AND FREIGHT RECEIPTS.

Passenger—1892, \$24,204.29; 1893, \$24,701.85; 1894, \$25,831.60; 1895, \$26,195.95; 1896, \$30,501.50.
Freight—1892, \$33,575.81; 1893, \$36,206.21; 1894, \$45,541.35; 1895, \$47,599.48; 1896, \$48,508.52.
Total receipts—1892, \$63,079.51; 1893, \$60,978.06; 1894, \$71,372.95; 1895, \$73,794.53; 1896, \$79,010.02.

In further demonstration of the company's affairs, Mr. Dillingham said: "The company have an income from other sources shown in other accounts, such as wharf, saw, storage, ballast, rents from stock ranches, etc. The growth of the railway business is steady and sure. Every mile of extension will increase the earnings without a corresponding increase of expense. The Oahu Sugar Company, Limited, have made a contract for freight with the O. R. & L. Co. for a term of 10 years, and when the anticipated development of the new plantation is realized the freight from that source annually will equal the total freight earnings for 1896."

The freight from Ewa plantation is steadily increasing, and promises to exceed in 1899 50 per cent of the amount delivered last year. "The business of the O. R. & L. Co. has been terribly hampered from the start by a variety of causes, which need not be named to be understood. The business of the company is established now, and will, without doubt, make good progress in the future, and prove a great benefit to the Island of Oahu, the City of Honolulu, and all who have contributed to its support, as well as those who have refused to acknowledge its possible utility."

PLAYED KAHUNA.

Story About Sheriff Hitchcock and a Chicken Thief.

A good story is told on Sheriff Hitchcock of Hawaii. It seems that he is quite well known for his ability in the kahuna line, and upon having a case of chicken stealing to deal with, he thought he would try his luck. Summoning the gang, amongst whom the thief was supposed to be, he pointed out a small box (the top of which he had covered with lamp black). Underneath was a rooster. He told the Chinamen to file by and touch the box, and when the thief's turn came the rooster would crow. Each innocent man went by and touched the box, perfectly certain that the rooster would not crow. When it came to the thief's turn he made a pretense of touching the box, but he didn't. When all had filed by the Sheriff gave the order for the men to stand up in line, and hold up their hands. All the index fingers of the Chinamen, with the exception of that of the thief, showed black, and the Sheriff had his identification complete. This was an occurrence of long ago.

In Dim Distance.

Passenger Agent Courtney of the Canadian Pacific Railway, left for his home in Victoria by the Miowera yesterday. While here Mr. Courtney did a little quiet investigating of the con-

dition of the islands from a commercial standpoint and with a view to reporting on the advisability of adding to their holdings in the way of a steamship line from Victoria or Vancouver to Japan by way of Honolulu. In this event the celebrated Empress line would touch here.

PARADED THE STREETS.

Wheelmen Take a Brisk Run About the Town.

In all, there were about 50 wheelmen in line during the parade last night. The start was made from a position just outside the Pacific Tennis Club at about 7:30 o'clock, George Angus and H. G. Morse leading the way on a tandem decorated with a large-sized and deep-toned cowbell.

Starting at the place indicated above, the parade scorched down King to Fort, slid along on the street car tracks to Hotel, passed the lei stand on a fly up Nuanuan avenue to Beretania, and over to Fort. Turning the corner, the wheelmen continued to make the dust fly along Hotel in single file to Richmond street and back to Union Square. Here the wheelmen formed into two again, and made a couple of circuits, shouting and ringing their bells. Next they made a break out King street to Beretania, and stopped at the ice cream parlors by way of Union street. After remaining there for a short rest, during which some of the lost enthusiasm returned, they started out again on another tour of inspection, dropping here and there a man, until when they returned to the ice cream parlors but a dozen or so remained.

Henry Giles, at the head of the parade, directed the movements.

PILIOLELO HAWAII.

New Hawaiian Grammar Published by Rev. C. M. Hyde.

"Piliolelo Hawaii," or "Hawaiian Grammar," is the title of a small book in the Hawaiian language, published by Rev. C. M. Hyde. It has 41 pages, and contains 9 chapters, which treat respectively with: Words and letters, the parts of speech in general, nouns, articles, adjectives, pronouns, verbs, adverbs, conjunctions, propositions, interjections and particles, and construction of sentences.

The book is a great help to those Hawaiians who desire to know the "reason why" certain small particles, such as: A, e, i, o, h, a, h, a, h, o, h, a, k, a, k, e, a, e, a, k, a, n, a, i, h, o, l, a, m, a, h, a, i, n, e, l, e, etc., are used in the construction of sentences. To show the intrinsic value of the book, the following examples are taken: The sign of the present tense is "ke" before the verb, and "nei" after the verb for the directive "mai" or "aku," etc. "Ke hele mai nei ola." "He come." "Ke hele aku nei ola." "He (she or it) goes. Page 29, section 12.

This is the first grammar of the Hawaiian language ever printed in Hawaiian. The book is from the press of the Hawaiian Gazette Company.

DROPPED OPIUM.

Customs Inspector Manoha Finds Four Lichee Nuts on Ground.

Inspector of Customs Manoha made a small find of opium yesterday morning in a rather peculiar place. In getting from the Port Surveyor's office to up-town wharves, it has been his habit to take a short cut through Allen & Robinson's lumber yard on Fort street. He did the same thing yesterday morning, and when about half way through the yard, came upon four lichee nuts on the ground. One had been broken and the opium inside exposed to view. The remaining three were intact. The lot was taken to Port Surveyor George Stratemeyer, who turned it over to the Customs House.

The theory advanced in regard to the opium is to the effect that a Chinaman had the opium in his possession, and in going up Fort street from the wharves, saw Manoha walking along behind him. His guilty conscience satisfied him that the Customs officer was after him, and he dodged through the lumber yard to drop the opium.

Upon making inquiries it was found that several Chinamen had been seen to pass through ahead of Manoha.

A NOVELIST INSANE.

"Albert Rose" in a Critical Condition in Massachusetts.

CAMBRIDGE (Mass.), Feb. 11.—Linn Boyd Porter, better known as "Albert Rose," the novelist, has been taken from his home here to a private sanitarium suffering from serious mental trouble. His physicians say his condition is critical.

Mr. Ward L. Smith, of Fredericks-town, Mo., was troubled with chronic diarrhoea for over thirty years. He had become fully satisfied that it was only a question of a short time until he would have to give up. He had been treated by some of the best physicians in Europe and America but got no permanent relief. One day he picked up a newspaper and chanced to read an advertisement of Chamberlain's Colic, Cholera and Diarrhoea Remedy. He got a bottle of it. The first dose helped him and its continued use cured him. For sale by all druggists and dealers. Benson, Smith & Co., Agents for the Hawaiian Islands.

The number of cabs licensed in London last year was 14,774.

GOOD FOR HILO

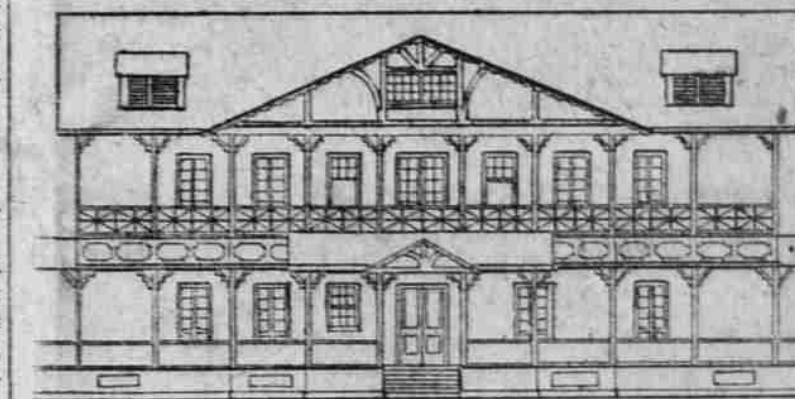
Old Hilo Hotel Will Soon Be Replaced.

NEW ONE WILL BE ELABORATE

Ample Accommodations to be Furnished.

Band Stand May Be Built—Additional Attractions For Visitors to Seaside City.

Specifications for the painting of the new Hilo Hotel are in the hands of the painters, preliminary to forwarding bids. The working plans of the building show the new hotel to be complete in detail as to size and convenience to the guests. It will stand back of the present building about 75 feet. The famous old mango tree, which has adorned the front lawn of the

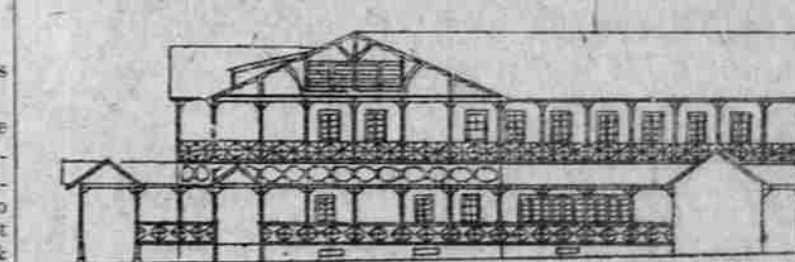


FRONT VIEW OF NEW HILO HOTEL.

grounds, will be cut down, so as to give an uninterrupted view of the sea from the hotel verandas. The portico of the hotel, extending out from the veranda, will prove a great convenience to persons driving to the hotel.

There will be spacious halls and reception rooms in the new house, and the bed rooms will be large, light and airy. It is probable that at some part of the beautiful lawn a band stand will be erected, and the Hilo Band will use it for giving concerts on nights when the steamer is in port. As the hotel grounds are convenient to the residences, concerts there will be much appreciated by Hiloites and tourists.

The house, as shown in the design, will be of two stories, with ample veranda room on the front, back and



SIDE VIEW OF NEW HILO HOTEL.

sides. A number of cottages, built on the circular driveways, will add much to the improvements contemplated.

Work is being rapidly pushed on the hotel, and not a day will be wasted until it is completed. Ripley & Dickey are the architects for the new building.

MARINE BOARD INQUIRY.

Investigation Into Accident to Boilers of C. A. S. S. Miowera.

The Sydney Morning Herald of February 10th, publishes the following regarding the accident to the Miowera's boilers on the trip before last from the Colonies:

The Marine Board yesterday morning continued its inquiry into the cause of the burning of one of the boilers on board the R. M. S. Miowera. The president (Captain Hixson, R. N.) presided. The evidence was largely a corroboration of that given on the previous day. Among the witnesses examined were: H. L. Foster, the fourth engineer; Hugh Campbell, boilermaker on the vessel; George Walker, donkeyman; Charles A. Johnson, leading stoker; and Thomas Wilson, late second engineer.

James Burgess, the chief engineer, recalled, stated that the steamcock must have been closed between an hour and a half to two hours before the accident occurred. The cost of repairing the boiler had been between £1,000 and £1,500.

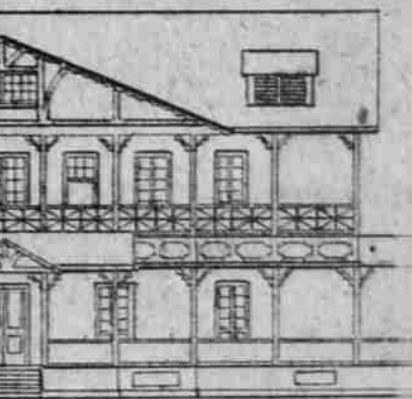
The board reserved its decision until 3 o'clock, when the president announced that the board had found that the accident had been caused by the steamcock connecting the water column becoming closed, thereby making the gauge-glass show false water; also to the wrongful act or default of James Ellison, the fifth engineer, in closing

the feed check-valve, which prevented the requisite inflow of feed water, without properly testing the gauge-glass or reporting the circumstance to the engineer in charge of the watch. At the same time it did not altogether absolve him from blame. As he was very tending to heated bearings, etc., and as no report about the closing of the feed check-valve had been made to him, he thought that a caution as to his future conduct would meet the case. The evidence of the fourth engineer displayed a lamentable want of knowledge of his duties, but as the damage to the boiler occurred before Mr. Foster took charge of the engine-room the board did not implicate him with the disaster. The board did not attach any blame to Mr. James Burgess, the chief engineer, except that the steam-cock connecting the water-gauge column, the closing of which originally led to the accident, did not appear to have been overhauled before the Miowera left port. As Ellison did not hold a certificate, the board regretted that it had no means of punishing him.

BOARD OF EDUCATION.

Very Little Done at the Weekly Meeting Yesterday Afternoon.

At the regular weekly meeting of the Commissioners of Education yesterday afternoon there were present the following: President Cooper, Mrs.

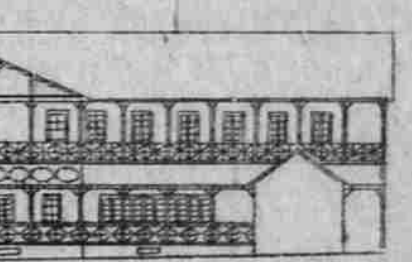


FRONT VIEW OF NEW HILO HOTEL.

B. F. Dillingham, Mrs. E. W. Jordan, Inspector General H. S. Townsend, Deputy Inspector General J. F. Scott, Professor Alexander and Mr. W. A. Bowen.

It was moved, seconded and carried that the Easter vacation begin on April 10th, and last until the 15th, inclusive. It was suggested and the suggestion was later put into the form of a motion that a teachers' examination on the islands of Hawaii, Maui and Kauai be advertised for the Easter vacation, and that notifications to that effect be sent to the ones expected to attend. Carried.

President Cooper appointed Professor Alexander, Inspector General Townsend, Deputy Inspector Scott and Prof. M. M. Scott a special committee



SIDE VIEW OF NEW HILO HOTEL.

on examination. Appointments were ratified by the board.

Mr. Scott reported that he and Mr. Townsend had talked over the matter of changing the quarterly reports sent in by teachers, and requiring that they be sent in at the end of each term, this on account of the fact that sometimes it happens a term of three or four days, or a little longer time, remains at the end of the year. The board left this matter to the discretion of the Inspector General.

Mr. Scott spoke of the Beretania Street School yard, and said that it was necessary for some of the trees to be cut down and others trimmed. The matter was left in his hands.

Several applications from the States were received and filed.

Board adjourned at 4:15 p. m.

To Preach in St. Andrew's.

The Rev. John Usborne, rector of St. Clement's Church, Toronto, is expected to arrive in Honolulu by the steamship China, due March 11th. He will be accompanied by Mrs. Usborne. The reverend gentleman comes to accept the position of vice-dean of St. Andrew's Cathedral. He visited the Islands, in company with his wife about five years ago, and they made many friends, who will give them a warm welcome. Mr. Usborne is a hard worker in church matters and a very able preacher.

Woodlands Challenge Accepted.

After the regular drill last night a meeting of Company B was held to discuss the challenge from the Woodland, Cal., militiamen, received recently, for a 10-man shoot between the companies. The boys were not in favor of much discussion. The challenge had been made, and they intended to accept. A motion to that effect was made and carried unanimously, with the understanding that all arrangements be left with the captain, E. O. White.

OXNARD'S SPEECH

His Plea For "American Farmers" Made at Washington.

GREAT INDUSTRY TO DEVELOP

Hawaii's Few Tons Look Very Large.

Remarkable Interest Shown in Anti-Trust Sugar Beets.

(Argument of H. T. Oxnard, President of the "American Beet Sugar Association," before the Ways and Means Committee of the House of Representatives, December 30, 1896.)

I appear here in my own behalf, representing three beet-sugar factories, two in Nebraska and one in California, and also as president of the "American Beet Sugar Association," the object of which association is to foster and develop the beet-sugar industry of the United States. The present duty on sugar is not sufficiently protective to develop the industry and there is no encouragement in it for the investment of additional capital. When I appeared before the Ways and Means Committee on the then pending McKinley bill, I made the prediction that if adequate protection were given to sugar the beet-sugar industry would make immense strides within a few years. The very year after the passage of that bill, three beet-sugar factories were erected. The fear of the repeal of the McKinley law and the present tariff have retarded the investment of further capital in the development of the beet-sugar industry, which, however, stands ready to embark as soon as it is satisfied that the United States intends to carry out, not only a fair, but a liberal policy toward domestic sugar.

It is admitted beyond a doubt by all those conversant with what has been done in the past five years that beet sugar can be grown and developed as an industry in at least 20 different States of the Union. Had the sugar provisions of the McKinley bill remained in force during the period promised, it years, we would doubtless have seen beet-sugar factories in all those States and the United States supplied from its own soil with its sugar.

The policy either adopted or suggested by the Ways and Means Committee in regard to sugar from 1883 to 1894, essentially protective, if continued in a new tariff bill, will see the industry in 15 years producing a very material part of all the sugar which the people of this country consume, made at home by its own inhabitants. It is not on all sides that the Government needs more revenue. Why should it not get it in part from sugar, from the same source whence it was obtained during the 20 years of Republican ascendancy; in fact, during the entire existence of the Government, save and except since 1894? We say that any schedule on sugar which has been in force since 1894, except the Wilson bill, would be satisfactory to us and would allow us to develop the beet sugar industry.

Sugar is the most far-reaching and important factor in the tariff equation, and we think it unfortunate that the importance of its domestic production has been so indifferently understood.

THE MCKINLEY BILL.

Increased the production of cane sugar nearly 100 per cent, and of beet sugar over 1,500 per cent, comparing 1896 with 1894.

There was nothing new nor novel in the bounty policy. Because of "surplus" revenue we applied to sugar what had been often suggested.

Aside from the agricultural-industrial features of our bounty policy of 1894, and independent of the primary injury to the nation, its economic results while in operation have been frequently illustrated. It was attacked as unconstitutional, but after a tedious, expediting and expensive delay in the Treasury, the Supreme Court decided that the appropriation for the bounty was a debt, and that Congress had power to appropriate for it, and that the court rarely, if ever, questioned the power of Congress to appropriate money.

It has been argued that as well appropriate for the production of corn, wheat or oats for sugar production. The error in this is fundamental. In the first place, Congress did not appropriate for beets, but for sugar, a manufactured product, while from the standpoint of national policy or expediency, we appropriated for something of which we did not raise sufficient and which cost us over \$100,000,000 annually. Nor was the bounty policy offered to add a class. That class ignores the primary injury to the nation, its economic results while in operation have been frequently illustrated. As no person was prevented from making sugar and participating in the bounty, it could not have been offered to benefit any particular class of persons.

CAN WE PRODUCE OUR SUGAR?

It is of course, of material importance to consider whether we can produce sugar in sufficient quantity within a reasonable time for home consumption. The answer to this must primarily depend upon the question whether we have the soil and the climate requisite to obtain desired results. That we have, has been demonstrated by the investigation of practical sugar producers, as well as by Professor Wiley, of the Agricultural Department, and is proven by the seven factories now in actual operation in California, Nebraska, New Mexico, Utah and Wisconsin, producing 5,500,000 pounds of beet sugar per annum. As to our soil, we have in a bulletin from Professor Wiley, of the Agricultural Department, ample evidence to sustain the assertion that we have beet sugar soil in Colorado, California, Indiana, Illinois, Iowa, Kentucky, Minnesota, Michigan, Nebraska, New York, New Mexico, North Dakota, Oregon, Ohio, South Dakota, Utah, Virginia, Washington, Wisconsin and Wyoming. In view of this fact, and with the lesson taught us by Europe, Brazil, Argentina and Sweden before us, and with the advances we have made, it would be almost criminal to throw away our great opportunity. As to cane sugar, the capacity of Louisiana is undeveloped, while vast areas of land in Texas and Florida, not yet under cultivation, are capable and will produce profitable cane crops of liberal and staple encouragement shall be offered. So that we have the soil, the climate,